

MPA OFFICERS



Seated, left to right: Tuck Barrett, Frank Bass, Bob Wheatcroft. Standing: Betty Shanor, Morris Rudio, Rex Tanberg, Jerry Coldwell.



MONTANA AERONAUTICS COMMISSION

Volume 23 — No. 5

May, 1972

MPA HOLDS ANNUAL CONVENTION IN GREAT FALLS

The Montana Pilots' Association held its annual convention May 12, 13 and 14 at the Rainbow Hotel in Great Falls. The annual meeting was hosted by the Great Falls Hangar of the MPA.

Officers and directors elected for 1972 included: Frank Bass, Lewistown, president; Tuck Barrett, Cascade, western vice-president; Bob Wheatcroft, Jordan, eastern vice-president; Rex Tanberg, Great Falls, director; Morris Rudio, treasurer.

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AIRPORT AUTHORITIES ACT

By William E. Hunt

Montana's landmark years for airports are: **1929**, when the Municipal Airports Act was enacted to create airports; **1947**, when substantial additions were made to the 1929 legislation; and **1947**, when the legislature authorized airport sponsors to be airport authorities under laws naturally known as the "Airport Authorities Act".

Over the years since 1929 various other amendments have been made to the law but the major legislation

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MAC Director William E. Hunt and new GADO Chief Kenneth H. Goodsell.

MAC WELCOMES NEW GADO CHIEF

Kenneth H. Goodsell, new Chief of GADO No. 1, Billings, was welcomed to Montana by William E. Hunt, Director of the Montana Aeronautics Commission, when Goodsell stopped by MAC's offices on April 12th. Goodsell was in Helena on a "get acquainted" tour of the Helena GADO.

A former Marine fighter pilot during WW II and Korea, Goodsell is Airline Transport rated in both fixed wing and helicopter and holds all flight instructor ratings. His civilian background includes that of fixed based operator, Ag. Airline, and corporate pilot.

Goodsell began his Federal Avia-

tion Administration career as an operations inspector in the Norwood, Mass. GADO and has served as an air-carrier inspector in the Boston ACDO as well as a four year tour in the Kansas City Regional Office. Before coming to Billings, Goodsell served seven years at the Milwaukee GADO.

An avid hunter and fisherman, Goodsell is married to the former Frances Barrett of Danbury, Connecticut. They have eight children and three grandchildren.

HEAD TAX STATUS IN MONTANA

The Montana Legislature authorized the public airports of Montana to impose a charge of \$1.00 for each enplaning passenger. In 1970 the Montana Supreme Court held that these statutes were unconstitutional because they violated the U. S. Constitution because they create an unreasonable and unduly discriminating tax.

Airport managers and boards will want to consult with their own attorneys regarding the situation, but it does appear that the law is unconstitutional in Montana.

There are other troubles on the head tax front and they are in the

(Continued on Page 4)

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**FEDERAL AVIATION
ADMINISTRATION
ITINERARY LISTINGS**

Airport	June	July
Butte	15	14
Culbertson	7	6
Glasgow		
Glendive		
Great Falls	8	6
Havre		
Kalispell		
Lewistown	21	
Miles City		19
Missoula		20
Sidney	8	

NOTE: Provisions have been made to give private, commercial and flight examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations.

Bozeman	Livingston
Butte	Lewistown
Cut Bank	Miles City
Dillon	Missoula
Great Falls	

NOTE: GADO #1 in Billings will no longer be open on Saturdays.

A U. S. Department of Agriculture aircraft making repeated low-flying passes in a remote corner of New Mexico has been dropping sterile flies to eradicate screw worms.

Director's Column



Over the years many of the Montana Aeronautics Commissioners appointed for a four year term have not been able to complete the service for one reason or another. The latest is Mr. James Steffek who recently resigned as Chairman of the Commission and who represented the Montana pilots. Jim, like most of the commissioners, performed valuable services for the commission. He is a leading Montana businessman who knows the value of aviation and uses his airplane, a Beech Baron, to further his enterprises and to acquire knowledge that made his membership on the commission of great importance. Some time ago Jim wrote an article, and it appears elsewhere in this issue of the newsletter, stating his philosophy about aviation in Montana. I am sure you will find it interesting.

Vice Chairman Richard O'Brien from Conrad will act as Chairman of the commission until such time as the annual elections are held in July following the completion of the fiscal year. Mr. Mike Ferguson of Billings, representing the fixed base operator, is the Secretary of the Commission.

Recently I saw a cartoon showing persons on a freeway looking over an overpass into a town located under the overpass and one of the persons said to the other, "What a silly place to put a village." When I saw this cartoon I was reminded of the many times that I have heard people complain about the authorities locating airports near so many houses, schools and churches. Everyone is aware that the airports were located long before the community

moved out to surround the airport, but it would be impossible to conclude that from the complaints that are made about airports.

In my opinion airports must protect themselves by zoning. Since 1929 Montana has had airport zoning laws and over the years this has been amended to give the airport protection but not necessarily the funds to buy up the land needed to protect the airport. This problem is not limited to air carrier airports, but includes all general aviation airports that seem to sooner or later attract development that later finds the airport an intolerable neighbor, even though the airport may have been there first. County officials and airport commissions and boards would do well to consider the 1971 "Airport Authorities Act." This act expands the ability of people interested in airports to operate and fund their airports and give a maximum amount of protection to the airports from close-by developments that often destroy years of work to establish, develop and maintain an airport. There is nothing in the act that requires anybody to do differently than operate in their present manner, but it does provide for more elbow room to act in the event the airport board and the community feel that further development is required. It allows a sinking fund that the present system prohibits so that some plans can be made for maintenance, future repairs and construction when necessary. I believe it is well worth the time to study the act and compare it with the present law that most airport commissions and boards were set up under, and note the differences. There is no requirement that a change be made to operate under the new act but it is well worth your consideration. I have attempted to set out some of the differences in the article appearing elsewhere in this newsletter and will do so in future newsletters.

At the Montana Pilots Association meeting held May 13 and 14 in Great Falls, the association agreed to take on a project to support a

change in aircraft taxation. In the past, efforts have been unsuccessful to make the change, but with the support of all groups, plus good communication and coordination between all of the interested individuals, county and state officials and various associations, it may be something can be presented to the legislature that will change the present unworkable and often unfair system. If the new Constitution passes, then of course one of the main obstacles to the change will be removed, but still the legislature must have a workable and fair proposal submitted to them before they can act. We hope to be able to do this in the next legislature.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Steven Sande—Billings

PRIVATE

Larry Beebe—Glasgow
Chadwick Wells—Dubois, Wyoming
Donald Oberquell—Billings
Thomas Crawford—Ponoka, Alberta, Canada
Eugene Chapel—Lewistown
Jack Kingsbury—Coffee Creek
Roger Engle—Big Timber
John Beardsley—Libby
Robert Reaves—Billings
John Fau—Miles City
Herbert Axten—Minton, Saskatchewan, Canada
Wallace Donaldson—Fairview
Gerald Udah—Maple Creek,
Robert Jensen—Swift Current,
Saskatchewan, Canada
Yvonne Quick—Swift Current,
Saskatchewan, Canada
Carolyn Keil—Conrad
Harold Ollila—Helena
Gerald Darling—Libby
Jon Andrus—Missoula

Dale Garey—Libby
William Johnson—Missoula
Ronald Pagel—Missoula
Stephen Phelps—Helena
Kerry Wanner—Missoula
Rodney Windell—Austin, Texas

COMMERCIAL

Jerry Doeden—Miles City (ASEL)
Gabriel Pearson—Oilmont (AMEL)
David Shaules, Jr.—Billings
Roger Pfeiffer—Bismarck, North Dakota (AMEL)
Richard Van Luchene—Billings (AMEL)
James Elliot—Miles City
Rolan Albright—Roundup (Glider)
Phillip Mitchell—Maple Creek, Saskatchewan, Canada
Donald Gnose—Aurora, Colorado (AMEL)
Theodore Kopp—Great Falls (ASEL)
Ned Detwiler—Alma, Michigan (AMEL)
David Lancaster—Great Falls (AMEL)
Douglas Fullerton—Hamilton
Kenneth Strand—Great Falls (AMEL)
Leslie Preston—Great Falls (AMEL)
William Lepper—Great Falls (ASEL)
Bryan Hestekin—Corvallis (ASEL)

INSTRUMENT RATING

Joe Howell—Billings
James Rice—Glasgow
Douglas Greven—Edina, Minnesota
George Nilson—Great Falls
Larry Eisenman—Missoula

ATR

Donald Gnose, Jr.—Aurora, Colorado
Edward Graf—Idaho Falls, Idaho

FLIGHT INSTRUCTOR

Joe Wilkinson—Billings (Instrument)
Daniel Darkenwald—Billings
Robert Ray—Havre (Airplane)
Dennis Elgen—Culbertson (Airplane)
Rollin Munson—Plentywood
Joseph Dutton—Sand Springs
Gerold Garrett—Big Horn, Wyoming
James Goodman—Sheridan, Wyoming
Floy Biehl—Lewistown (Rotorcraft-Helicopter)
Richard Swift—Lovell, Wyoming
Eugene Wehrman—Billings (Gold Seal)
Roger Stradley—Belgrade (Rotorcraft)
Bruce Nicholas—Bozeman



HELENA GADO HAS NEW INSPECTOR

Ronald L. Steele is the new General Aviation Operations Inspector at Rm—GADO—5 in Helena.

A Nebraska native, Steele attended public schools in Grand Island and Omaha. He has an Associate Teacher's Degree from the University of Nebraska.

Although he has been with the FAA only three years, Steele has been flying since 1954. His FAA Certificates include: ATR—Airplane, Rotorcraft-Helicopter (VFR); Flight Instructor—Airplane, Instrument, Helicopter; Type rated in DH-4.

GALLATIN HANGAR HOLDS APRIL MEETING

A slide lecture titled "Flying The Idaho Wilderness Area" was presented at the April meeting of the Gallatin Valley Hangar of the Montana Pilots' Association in Bozeman. The lecture was given by Federal Aviation Administration Accident Prevention Specialist Laurence D. Basham of Rm-GADO-5, Helena. Basham took the slides while attending a mountain flying seminar conducted by the National Pilots' Association last summer at Sun Valley. The program was arranged by Fred Hasskamp, Three Forks, Secretary of the Gallatin Valley Hangar.

A letter from the FAA indicating that their proposal to discontinue eight airway light beacons in Western Montana had been abandoned was greeted with enthusiasm. The Hangar has been active in working with the Montana Congressional delegation and the Montana Aeronautics Commission in opposing the FAA proposal.

FAA INSPECTOR'S CORNER



By LAUREN D. BASHAM
By Lauren D. Basham
Accident Prevention Specialist
GADO No. 9, Helena

IN SEARCH OF SAFETY

True expertise in flying, just as in any other endeavor requiring a skilled technique, demands a high degree of technical and mental discipline.

The pilot, therefore, walks a fine line between the required theoretical knowledge and the minimum practical ability. Being able to quote the FARs chapter and verse won't necessarily improve the ability to manipulate the levers without some grounding in piloting theory as well. And each of us from the neophyte to the "old pro" has need of a little professional objectivity on our flying habits from time to time.

We need to seek and heed the advice of others who by virtue of their experience can keep us from being subjected to the bruises and embarrassment usually associated with an accident.

Safety must be pre-supposed in our aviation system before that system can even exist. Further, that element of safety cannot remain static. Our actions cannot merely be reactive but must include initiative to identify the need for cautions and exemplary guidelines before an incident or accident occurs which points the way to that need.

It is in this area that the Accident Prevention Specialist and Accident Prevention Counselors work by striving to influence a higher degree of professionalism in the industry for the benefit and betterment of all.

The accident record of general aviation shows clearly that many pilots are poorly trained. They make

the same kind of mistakes time and time again with a frequency that is alarming.

Witness the following—a pilot arrives at a controlled airport and is slowly turning on final when he receives instructions from the controller to go around or otherwise alter his flight path. He simultaneously adds power and rearward elevator pressure. The result is a fatal accident added to our accident statistics.

One of the basics of instruction is that a pilot must use care in manipulating the controls at minimum speeds and avoid abrupt maneuvering particularly at pattern altitudes.

Another pilot arrives at an uncontrolled airport and circles to observe the indicated wind. He chooses a runway by observing a single wind sock indication at a mid-field location. On touchdown, he is surprised at the apparent high ground speed and his inability to brake effectively. He stands on the brakes and ground-loops the aircraft to avoid going through the fence at the end of a **downwind landing**.

Anyone who has observed the behavior of a single wind sock at some of our valley airports here in Montana with a history of abnormal wind movement would not be surprised to hear of the above accident. We hear the bland statement "you can't teach judgment" which seeks to excuse this pilot for a minor indiscretion of operating in an area of calculated risk. The truth of the matter is that in all too many cases the risk was neither considered nor calculated to the extent needed to avoid an accident.

Wind is one of the major factors affecting our flight, especially in mountainous areas. Although we can't do anything about changing it, we can try to understand the reasons why it acts the way it does. We can then more easily estimate its effect on our flying.

The fact that air is invisible traps the unwary—whether he's experienced or not. So, we must carefully pre-think our takeoff and landing paths, particularly in an area of squirrely wind. We must not be too

proud to call it quits when our skill level is in danger of being overwhelmed by environmental elements.

Skilled technique, mental discipline and judgment—those magic ingredients possessed by so few are truly within reach of all—all who will admit to the need of a little professional objectivity on our thinking and our **flying** habits from time to time.

Try it and you'll enjoy flying for many years to come.

TAX from page 1

Congress. Congressman Brock Adams of the State of Washington, introduced a bill known as HR 14847, which would overturn the U. S. Supreme Court decision, saying that there was nothing unconstitutional about the head tax as far as the United States was concerned. The National Association of State Aviation Officials opposes this legislation and will testify in opposition to it at every opportunity. They have already appeared before the House Transportation and Aeronautics Subcommittee in opposition.

The following is the text of the tax portion of HB 14847:

"No State (or any political subdivision thereof) shall levy or collect a tax, fee or other charge, directly or indirectly, on persons traveling in air transportation or the carriage of persons in air transportation by any aircraft—

"(1) operated by an air carrier certified by an agency of the United States to perform air transportation;

"(2) operated by any person subject to regulation by an agency of the U. S. in the performance of air transportation; or

"(3) operating to or from any airport financed in whole or in part from federal funds."

So, while the U. S. Supreme Court has said the law does not violate the U. S. Constitution, the Montana Supreme Court has said it violates the Montana Constitution, so that it is unconstitutional in Montana at the present time. In addition, we have the problem of House Bill 14847 that must be opposed.



Charles Bowman (right) presenting award to Jack Palmquist, 1971 MPA president.



MAC Director Hunt speaking before MPA business meeting as Betty Shanor, Morris Rudio and Jack Palmquist look on.

MPA from page 1

Friday — The convention opened with registration and the board of directors' meeting at 3:00 p.m. A no-host cocktail hour and dinner was held at the hotel in the evening with entertainment provided by Miles White, Great Falls, and the Treasurers also of Great Falls.

Saturday — Activities began with the general business meeting in the morning. At the meeting: New hangar officers introduced; Officers for 1972 elected; Glendive selected for 1973 convention site; William E. Hunt, Director of the Montana Aeronautics Commission, and Dave Sclair, editor and publisher of the **Northwest Flyer**, spoke before the convention.



Lt. Col. Albert Crews addressing Saturday awards banquet.

In the evening, a cocktail hour, awards banquet and dancing were held at the hotel. Awards presented during the banquet included: Bill Mathews Award to Gordon L. Tra-week, Baker; Outstanding Junior Pilot Award to Phillip Petrek, Sidney; A cash award to Charles E. Brickman, Billings, Montana winner of the FAA's Mechanic of the Year Award; Bent Prop awards to Dr. Milton Small, Great Falls, and Eugene Hathaway, Glendive; Outstanding Senior Pilot award to Jack A. Palmquist, Great Falls. The **Northwest Flyer** award of a Polaroid camera to the host hangar, Great Falls.

Sunday — The convention closed with a Fly-In Breakfast conducted at the Great Falls Airport.



Mr. and Mrs. Frank Bass, Mr. and Mrs. Morris Rudio, Betty Shanor at Saturday banquet.



Rex Tanberg presenting award to Charles E. Brickman.

ANNIVERSARY AIR SHOW SUNDAY, JULY 16—MOOSE JAW, SASKATCHEWAN

By R. D. Sword, Captain
Information Officer
Anniversary Air Show

The Anniversary Air Show, the largest one day event of its kind in North America, will be held at Canadian Forces Base Moose Jaw on Sunday, July 16.

In conjunction with this major event, a fly-in is being planned with a program expected to be of immense interest to pilots, aircraft owners and flying enthusiasts.

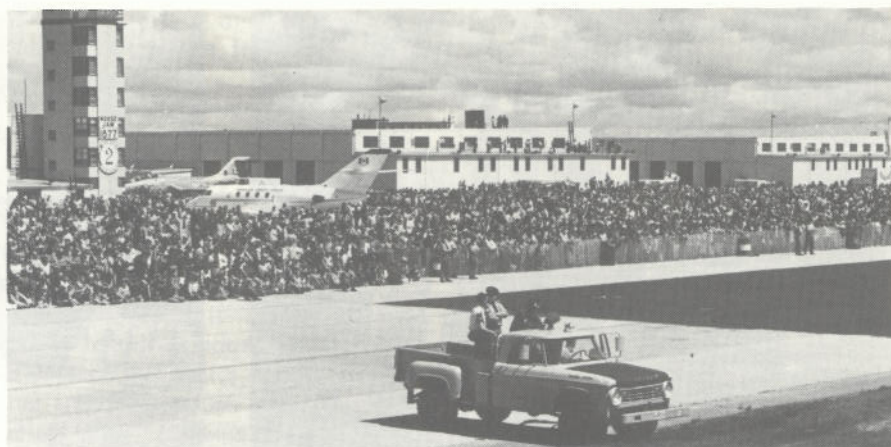
There will be an assembly of water bombing, crop dusting, STOL, helicopter, hovercraft and experimental aircraft displays; over 45 aircraft from the Canadian Armed Forces; and the largest contingent of USAF aircraft ever assembled on the prairies including 101's, 102's, B-52's, KC135, T-37, T-38 and possibly an F-4 and F-111. Representation from the Royal Air Force is also expected.

Aerobatic stars confirmed for the show are: Joe Hughes, California; John Kazian, California; Scotty McCray, Virginia; Skip Volk, California; Mira Slovak, Continental Airlines Captain.

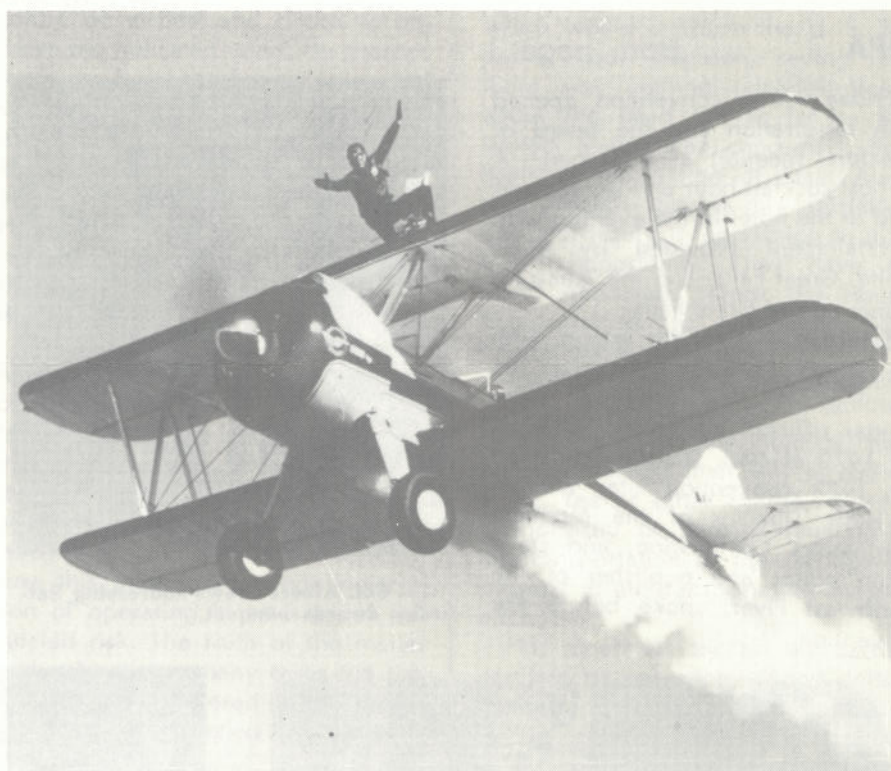
Aviation, Saskatchewan, prairie and Canadian will be the theme with four hangars filled with aviation displays. Included in the displays will be the Boeing Aircraft Corporation and subject to transportation requirements a display from NASA including a space capsule, the Lunar Roving Vehicle, a 1/3 scale Apollo Lunar Module and a scale model of the Saturn V vehicle assembly building.

A Flight Safety Symposium, designed to accommodate as many as 500 pilots is planned for Saturday, July 15, and you are cordially invited to attend. It will be a pilot-oriented presentation with Canadian Forces Flight Safety, Rescue co-ordination and MOT officials providing the expertise.

We know you will enjoy the show.



1971 Saskatchewan Homecoming Air Show.



John Kazian performing on the wing of Joe Hughes' Super Stearman.

In the near future, further details will be mailed directly to each and every pilot on the Canadian Prairies, North Dakota and Montana. Plan on attending both the Flight Safety Symposium on Saturday and North America's largest one day air show on Sunday, July 16.

Accommodations can be assured by writing: **Moose Jaw Chamber of Commerce; Air Show Reservations; Moose Jaw, Saskatchewan.**



TOWER OPERATIONS

April, 1972

	Total Operations	Instrument Operations
Great Falls	7,334	1,243
Missoula	7,974	4,855
Billings	6,901	1,858
Helena	3,649	631



MOULTON PRESENTED 1971 NASAO AWARD

Chet Moulton, former Director of the Idaho Department of Aeronautics, was presented an award from the National Association of State Aviation Officials during an April Civil Defense Seminar in Boise, Idaho. The award was presented by Jack Wilson, Assistant Director of the Montana Aeronautics Commission.

ACT from page 1
was in the three years described above.

When flying was new in Montana there was an abundance of landing fields, although they presented some problems. In his book, *"Montana and the Sky"*, Frank Wiley tells of an accident to J. C. "Bud" Mars, when he had to turn abruptly to miss a horseman at the Helena Fairgrounds during exhibitions given in September, 1910. During that same period Mars overshot a landing and cracked up, to keep from hitting a fence. These accidents probably occurred in the close confines of a state fairgrounds more often than they did elsewhere in the wide open spaces of Montana. But then, as Frank points out later in his article on Bud Mars, "In those days, three accidents in one week were about par for the course." With an average of three exhibition flights a day, Mars would have had a 20% casualty rate." Since 1910, when flying started in Montana, the fields and the highways have been used for landing fields and occasionally still are. But by 1929, the Montana legislature recognized the need for official landing fields and authorized counties, towns and cities to establish airports by themselves, or jointly

with other cities or counties. The legislature said that land acquired for airports was "deemed acquired for public use" and authorized the county, city or town, or a combination of them, to exercise the power of eminent domain to condemn and acquire land needed for airports. The law provided for creation of boards to govern the airport, with authority to establish fees for the use of the facilities, to establish a fund for the maintenance, and to make rules and regulations for the operation of the airport.

Most important, they authorized a tax levy of a maximum of two mills to support the airport. For those sponsors who had been a little bit ahead of the legislature and established airports, made contracts, and passed levies to support the airports, the legislature made a provision validating all of their acts provided they would have been legal under the new law.

In addition to the two mill levy to build, construct and operate an airport, the legislature gave the sponsor the authority to borrow money, or to issue bonds to raise money. The issuance of bonds was conditioned upon approval by a majority of the electorate voting in an election held for the purpose of approving bonds.

If the airport was fortunate enough to have enterprises on the field that produced revenue, or if the levy produced an excess of funds, then there could be a reserve fund limited strictly to resurfacing, overlaying, or improving existing runways, taxiways, and ramps. No provisions were made in the original law for any reserve funds and the reserve fund established for existing runways, taxiways and ramps, was made a part of the law in 1969. So before 1969 it was essential that the airport board get its budget correct since it had nothing to fall back on and could not hold over to the next year any money saved as a result of a levy or revenue for the present year. Dealing with surpluses did not happen very often for airport boards.

The 1969 amendment provided

that any money in the reserve fund for work on existing runways, taxiways and ramps, must be expended within ten years as there was every reason to believe that this will be the case. It is interesting to compare this portion of the law first passed in 1929, with the "Airport Authorities Act" authorized by the 1971 legislature. Under that act a reserve fund of \$5 million may be included and this will be discussed further in the next issue of this newsletter.

It should be understood that the Airport Authorities Act did not repeal the 1929 act as it was amended over the years, nor the additional statutes added later in 1947. It can be assumed that the ranks of aviation enthusiasts in Montana were substantially increased by the returning World War II veteran who received much of his training on permanent air fields with paved landing strips, taxiways and aprons. He also was more accustomed to controlled air fields than was the pre-World War II pilot of Montana. Frank Wiley has many flying pictures of airplanes in his history of the Montana pilots of pre-World War II, but not many of them are sitting on runways. At any rate, in 1947, additional laws were established extending the general powers of counties, cities and towns for the establishment, acquisition and maintenance of airports and air navigation facilities. They added the authority to establish airports on the water, and float all of the facilities if necessary. They limited leases of facilities to private enterprises to the period of twenty years, but gave the enterprise the right to supply goods, commodities, things, services and facilities, and allowed the sponsor to establish terms and conditions of use. They could also appoint a manager or an agent to operate the airport and his contract was limited to twenty years.

The foregoing is a brief summary of the Montana airport laws to 1971 when the Airport Authorities Act was adopted. In the next issue of the newsletter I plan to discuss that act in some detail.

AIR COMMERCE AND MONTANA'S ECONOMY

By James A. Steffek
Former Chairman
Montana Aeronautics Commission

I don't believe people stay away from Montana because we have cold winters, or dry summers, or small cities, or any other foolishness. Most of our nation has never been to Montana because you can hardly get here from there. We have 52 weeks a year of what most of this country is saving their money for to get for two weeks vacation.

Our economic problems, as I see it, are directly related to distance and poor commerce. If we can improve our commerce we can improve our economy. Air commerce is that improvement. Aircraft reduce the vast distances of this beautiful state to hours in place of days. It is the very vastness and distance that is here in abundance that is one of our chief attributes. This "high cost of space" is no longer detrimental if we can make use of the aircraft as a tool to span it and make it manageable.

The airplane can be used to help develop our state business climate. We can develop it in a way that is consistent with a clean environment.

The airlines serving this state have already helped a great deal. The schedules and aircraft used by the airline carriers have improved and the business in the state has been better served with the improvements. Northwest's "skip scheduling" East and West provides more frequency and better connections than just a few short years ago. Western Airlines has added new and in the summer more flights to the south and west. Frontier has continued to increase its coverage. Both Frontier and Western provide a major access to Yellowstone Park in the summertime, and we also need this same access to Glacier Park. AirWest has better equipment and provides more schedules such as the special ski runs into Kalispell. These schedules and aircraft only scratch the surface of what is possible. For example, we need more schedules to California,

which is our largest market. We need more frequent departures that connect with other cities within the state. Frontier has improved service to the "High Line" cities with their Twin Otter flights. However, present frequency of operation is too seldom. This type of air service is also required at a great many other smaller Montana communities, such as Liv-

ingston, Dillon, Malta, Baker, and Cut Bank and Conrad, to name only a few.

If we had and used an airline service that effectively interconnected all the divergent parts of this state we could truly live together as a community. However, no airline nor business of any kind will ever do its business if it doesn't show a profit. There is no profit if there is no usage. Montanans must use this commerce if we are to retain it. We must use the routes and schedules we now have, and we must urge for better ones.

We have as much air traffic as we do, due to the force and imagination in the past, of general aviation. General Aviation in this state has required more and better airports and facilities. The result of this demand and interest can be seen in the high quantity and quality of airport facilities in every part of this state. Due to the interest and drive of these people communities leaders were able to understand the advantages of adequate and safe air strips to their cities and counties.

This is a great people, Montana, and it will be an even greater place for us and our children, if we will concern ourselves, just a little, with the opportunities of air commerce.

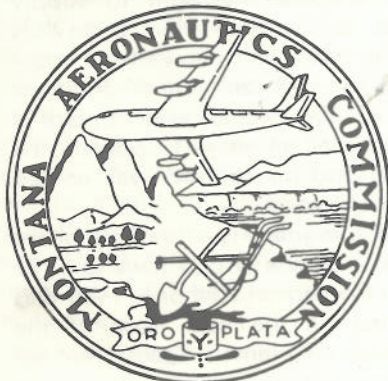
MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

P. O. Box 1698

Helena, Montana 59601



May, 1972

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